

Aviation News

MCGRAW-HILL PUBLISHING COMPANY, INC.

AUGUST 9, 1943

50 CENTS



Chicago "Skymaster" No. 1, first of four-engined C-54 transports to be produced by Douglas at its mammoth new Illinois plant. Maj. Gen. Harold George, commanding general of the Air Transport Command, addresses 50,000 persons at the plant dedication ceremonies.

NEWS HIGHLIGHTS

Draft Deferment for West Coast Workers: Aircraft employees' induction is ordered restricted until Oct. 1 in unprecedented action.

*

July Plane Production Exceeds June: Output is still behind schedule and Nelson calls for goal of 10,000 monthly by December.

*

Luftwaffe 'Reserve' is Mythical: Smashing of German aircraft plants is cutting Messerschmitt and Focke Wulf production severely.

*

Army Cancels C-76 Contracts: Higgins and Curtiss-Wright at Louisville will build C-46 Commando transports.

Public Aid for Air Transport Forecast: CAB Chairman Pogue says public funds will enable maximum airline expansion.

*

Maritime Agency Makes Ship-Air Survey: Post-war planning committee studies coordination of transportation.

*

Army Plane Deliveries Hit New High: AAF reports addition of 73,132 aircraft in 18 months; now receiving 4,500 monthly.

*

New Facilities at Washington Airport: United and TWA expect service to start Aug. 16; new building proposed for lines.

To the family that can't take a VACATION TRIP this year



Q. You Can Drive, Can't You?...about the good old days before travel was about as safe as driving a team of mules now with a war to be won. There's one way however, that you can enjoy all the fun of the family vacation...and still do something for the war effort.



Q. What a Grand Vacation!...you can have on a vacation if the air is clear and good land. And when you get home you help make it clear. These are just the same hours with even a cool dinner. Just tell the Form 1 Labor Dept. of the U.S. Employment Service.



Q. Doesn't Do Come True. And this is one of them. It's the age-old dream of magic: right to anywhere.

It's a dream of vacataion every week end or week of vacation paid off in cash from Louisville to Miami in an easy shorthorn's cruise.

How? In your Cessna Family Car of the Air, of course! It is the poorest airplane that you'll

be able to buy and fly if you can buy and drive an automobile. And it's a reality because we're on a 24-hour-a-day schedule right now building new-and-grown Cessna Bicycles for the U. S. Army Air Force.

But when that job is done and peace is here again, remember...this dream of flying for the nothing, is coming true for all of us.



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In case of the service own a Cessna Family Car of the Air after the war. Under our loan and extend production plan you can get a preferred loan for early priority delivery. No obligation to buy Cessna production plan. Write to today for the complete plan. Cessna Aircraft Company, Box 1614 A, Wichita, Kansas.

Cessna

SYMBOL OF AIRCRAFTSMANSHIP FOR THIRTY-TWO YEARS

THE AVIATION NEWS

Washington Observer

THE War Department's cancellation of C-76 tests for the standardization of Cessna Corven wooden transport planes came as no surprise to production circles in Washington or in the industry. These planes were to be built by the Higgins Company at New Orleans and the Curtiss-Wright plant at Louisville, both of which were scaled up for C-76 production. These plants will turn to construction of the C-46, Curtiss Commando, a highly successful transport.

More re-tooling will be necessary at a loss of time and money. The War Department announcement said that at the time the C-76 project was started there was a scarcity of strategic materials which prompted the requirement that the plane be built as far as possible of non-strategic items since standardization had been subsequently greatly improved and could be expected to meet requirements for the all-metal type of plane. As a matter of fact, only a few C-76's were built, and they developed bugs which were obtrusive and refused to come out at a time when the armed services were making ever-increasing demands for air transports. The War Department also said that there has developed an actual shortage of the kinds of wood best adapted

Experiments during the experimental period, and flights with the experimental model, the War Department said, have established that the plane would be more expensive and less efficient than those now being manufactured from metal. The metal cargo types, such as the Douglas C-47 and the C-54, and the Curtiss C-46, are of course in volume production.

An angle of the contract cancellations not mentioned is the difficulty that the Higgins organization, particularly, and Curtiss-Wright at Louisville in a lesser degree, will have in getting workers when their facilities have been set up for new production after they were toolled for the C-76. The War Manpower Commission was notified of the contract cancellations so that there may be immediate unemployment in other essential industries of any displaced workers, but the two plants involved will need the workers once they are ready for the production of other aircraft or parts.

This is an interesting trend toward standardization of aircraft types, designed only to speed

production on the home front, but as help solve maintenance, repair, and parts problem in the field. This trend toward fewer models may have an important bearing on experimental warplanes which have not been used.

There is a feeling among some officials that we should fight the war with the planes we now have plus, of course, new planes which are in production, but eliminating redundancy models at this time.

These officials argue that we are attaining air supremacy with models now in production, that time is of the essence with the Axis forces, and that a saving of weeks, months, and possibly years of development should be concentrated on planes which have proven their worth in combat. This does not mean, however, to explain, that new planes ready to take to the air will not be used—and there are new ones on the way. But it does mean more concentration on planes ready to go and less on others whose combat value is in doubt. Naturally, research and experimentation will not cease. It never does in the aircraft industry. Therein lies one of the soundest foundations stones of the business.

The position of most Navy men regarding a separate air force has never been much in doubt. Secretary of the Navy Knox has now made it official and emphatic. Asked for comment regarding an open letter as the front page of the *Washington Post* addressed to President Roosevelt and



A Heavy Duty Lever Switch you can literally Kick Around

* Under rough usage where more often than not switch levers are kicked with the kick of a heavy boot, Mossman No. 4100 Lever Switches are showing they are built to stand terrific punishment.

Once locked in place, all the jar and vibration in the world won't change its position. Constant adjustment is made certain by the heavily constructed chassis . . . a heavy brass frame, tightly braced. On this is reported a chrome plated latch plate and spring retarded gasket, in which a roller is mounted securely.

Medal plated brass springs have span-wire heavy duty contacts. Their flexible arrangement, with either locking or non-locking action, has made the Mossman No. 4100 Lever Switch extremely valuable in such applications as Radio Transmitters, Signal Systems, Lighting Systems, Aircraft Electrical Controls, and Airport Lighting and Signaling.

Contact assemblies of 12 springs per pile-up, 24 springs per position, or 48 springs total, have been successfully built into the switch. Special pile-up arrangements are made for higher voltages and current ratings.

Features of the Mossman No. 4100 Lever Switch are:

1. Standard heavy-duty contacts of 30/40 ampere rating. These contacts are designed for 10 amperes, 150 watts A.C. continuous. For extra heavy duty ratings, contacts are available up to 20 amperes, 100 watts A.C. (from individual). Other contact materials are available to meet special conditions.

2. Contacts are open type shielded-plated-phosphor bronze springs. Angle wiping action of the heavy duty contacts leaves close contact surfaces, and provides rapid operation of fast and reliable switches with long life.

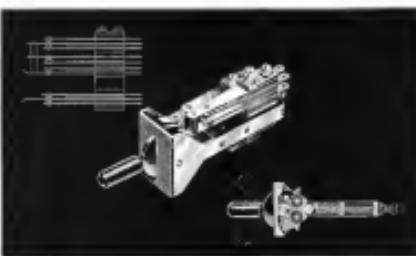
3. Contact assembly is built into shielded-plated-phosphor bronze springs. Angle wiping action of the heavy duty contacts leaves close contact surfaces, and provides rapid operation of fast and reliable switches with long life. To further protect pile-up contacts are three EMI parallel valves assembled under press

ure to insure against distortion. Edges are coated with Weather seal, all insulation specifications conform to the highest standards.

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The Mossman No. 4100 Lever Switch is one of a line of precision electrical components which include many types of heavy duty multiple switch lever switches, two position, push buttons, plug locks and special mounting arrangements.

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and "Give Air Power Its Wings." Knox dismissed it as a proposal "rewriting the old question of a separate air force to which I am opposed." He did not specify his reasons. A separate air force in one form or another is still a lively private conversation topic in the nation's capital.

A few days later Secretary Knox in a speech in New York gave air power none the best of it in an address to about 500 invited guests, most of them prominent in aviation. Mayor La Guardia, an air enthusiast of long-standing, made it clear when he delivered his remarks that he did not entirely concur with Knox's views. Quipped the Mayor: "The flyers here will agree that the Secretary of the Navy is still Secretary of the Navy."

The much-maligned but combat-proven Curtis P-40 Warhawk, which must be improved to specification by now, but amazingly and perhaps significantly hasn't appeared in official announcements from the War Department, especially since the war-horse fighter was set open—again—by the Truman Committee.

It was only a day or so after the Truman report was made public that General Arnold took steps to head the qualities of the P-40. Acting Secretary of War Patterson at a recent news conference came to the defense of the plane. With a wry smile he noted what's "poor plane" can do and read dispatches from the China front. One told of the destruction of 14 Nip fighters and 21 probables by P-40s after a recent raid on Hankow. We lost one plane. Patterson also quoted dispatches from General Stilwell, in which that shaggy fighter was asked for more P-40s and promised to shoot down twelve Japs for every one received.

The P-40 was mentioned, also, in an recent official releases afterward upon the 25th anniversary of the Air Forces. Not many additional skirmishes were mentioned in these notices. Looks like the Army still likes the Hawk, even if Truman doesn't.

There is a growing feeling in some official circles in Washington—not a generally held view, however—that there may be some unprofitable hoarding of men and materials by the military. This crops up from time to time and at the moment does not seem to be borne out in view of the calls for increased production and the well-publicized insistence of the drafting of fathers. The feeling does persist, nevertheless, in some quarters.

Washington Observer

The growing manpower crisis which has been on the way for some time and which is now assuming almost alarming proportions, has led to some preliminary moves for a closer check on Selective Service as it affects the war workers. With the production schedule line going up and the manpower line gradually going down, there is an ever-widening gap which must be filled before we run into serious trouble. There have been some strong recommendations that the drafting of all exempt workers cease.

Preliminary plans for the formation of a Midwest Aircraft War Production Council, consisting around Wichita, the group to affiliate with the National Aircraft War Production Council, are reported steady. Now it begins to appear that unless the manufacturers in those areas develop specific problems to which they need exclusive attention, the project will not go through. There are some people in the industry, however, who still would like to see such a council formed. This would have nothing to do with the proposed Personal Plane Manufacturers Association.

Under consideration is a new report to be made to aircraft manufacturers which will give the efficiency ratings of the various planes. Details have not yet been worked out, but the suggested formula to be adopted if the report is sent out is still at the making. One plan is to list all plants on a 1-2-3-etc rating. Another is simply to advise the individual plants where they stand in the list. These reports would not be made public. In this connection, it is understood that Baer and Consolidated are right at the top of the list.

Many a bigwig abhors—even as their little known aviation brother—bubbles with enthusiasm whenever the helicopter subject comes up, as it does constantly. John Wiley, secretary of the National Advisory Committee for Aeronautics, is one and he is planning a direct flight across the the hopper days of peace will prevail. An other enthusiast is Greater Lansing, who almost daily thinks of something new for these ships.

After many months the friction between the airlines and the Air Transport Command over what and how much news can be released on ATC contract flights and operations appears to be coming to a head. ATC has severely restricted the air transport industry on what may be published. It even goes so far as to ban the use of the names of airlines which perform special services. A special conference of the three officials with Gen George, ATC commanding general, may result in liberalizing the policy.

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of the war... and the peace*



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Aviation News

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AUGUST 8, 1943

Draft Deferment Action Eases Industry's Acute Labor Shortage

Selective Service limits induction of aircraft workers on Pacific Coast until Oct. 1. Step long urged by aviation executives.

By SCOTT HERSHY

The unprecedented action of National Selective Service headquarters in ordering a limited blanket draft deferment to West Coast aircraft workers, and as far as possible to employees of subcontractors serving the industry, eases but does not entirely solve the critical manpower problem.

Aircraft executives for some time have been urging some type of deferment for their workers, contending that they will be unable to meet increasing production demands unless they can get and hold manpower.

¶ Expires Oct. 1.—The deferment order sent to all local draft boards having West Coast aircraft workers as registrants is effective only until October 1. This action, which has been in the works for some time, but the opposition of Selective Service caused to greater blanket deferments to any group held up the order. It was signed finally, but reluctantly, at the request of the War Department and the urgent plea of industry executives whose manpower situation is acute.

The original order sent to the West Coast mentioned only the workers in bomber plants, which caused considerable speculation as to what was behind it. This order was quickly amended, however, to make the deferment applicable to men working on all types of aircraft. The mix-up was said to have been due to a misunderstanding of the intended scope of the action.

¶ Draft Officials Believe—Praised for saving deferment for aircraft workers, Selective Service officials argued that if a blanket deferment were granted to aircraft workers they would be forced immediately with demands from railroad and other vital war workers for similar

perhaps it did not have when the Selective Service Act became effective.

It should be noted that the Selective Service administration order set Oct. 1 as the expiration date Congress returns on Sept. 14, which would give them about two weeks to act on the question, perhaps turning the decision into law as was done in the case of farmers.

¶ Crucial Key Figure—Congress undoubtedly will be guided by the feelings of their subcontractor, headed by Rep. Cornell, of California, who has been holding hearings in Los Angeles. Various aircraft executives emphasized their manpower difficulties.

Donald Douglas, president of Douglas Aircraft, urged blanket deferment for all key personnel in the airframe, parts, and material divisions of the industry and greater utilization of younger boys.

¶ 158,000 Turnover—J. H. Kindelberger, president of North American Aviation, Inc., told the committee that Pacific Coast plants had 180,000 employees in the first six months of this year, but turnover was so large that the net gain was only 12,000. Kindelberger expressed the sentiment of most aircraft executives when he said: "The Pacific Coast aircraft manufacturers aren't going to build as many airplanes as the Army and Navy require unless we can get and hold manpower."



LAST OF A TYPE:

Unusual photo of a Vultee Vengeance with "bar breaker" extended to slow up a dive. The U.S. Army and Navy are reported to rapidly increase production of dive bombers such as this. Engine is a Wright Double Cyclone.

'Personal Aircraft' Manufacturers Organize as Aero Chamber Section

Dwane Wallace elected chairman of new group which represents 30 companies making light planes.

Organization of a "Personal Aircraft Manufacturers" section of the Aerospace Chamber of Commerce was agreed upon at a meeting in Chicago July 31 of representatives of 40 light plane makers.

Donald Wallace, President of Cessna Aircraft, made a prime move in the organization, having been chairman of the group which sent a telegram to Chamber officials saying: The Chamber's invitation is open to within the structure, rather than as a separate organization, had been accepted.

Details of the set-up, including organizations and budgets, remain to be worked out, but Col. Harrison Brand, Jr., general manager of the Chamber, said the trade association was prepared to work with the

new association immediately. Other Officers—Officers named in addition to Wallace were William T. Piper, Piper Aircraft, vice-chairman, and Richard H. DuPew, Fairchild Engine and Airplane Company, secretary.

The new section of the Chamber will be devoted to the development and expansion of individual flight, but it was emphasized that these activities will in no way interfere or interrupt the expanded war production.

Now Publicity Freedoms—The pending reorganization of the Chamber is expected to remove restrictions now in force against publicity and public relations activities which the personal plane manufacturers consider necessary to their project.

More CAP Duties

Indirect operations of the Civil Air Patrol probably will be extended within the next month or two.

The Army is anxious to retain and enlarge the valuable services which the CAP has rendered in training and will assign them to unclassified missions. Utilization of pilots, rather than the assignment of a larger number of civilian-owned small craft, appears to be at the bottom of the program.

discussions contemplate a one-story building about 150 by 80 feet, of permanent construction, consisting of two wings with a shop adjacent to them to house CAA's crash equipment. The structure would be erected between the present Administration building and hangars.

At the outset, the two newcomers

will have operational offices in the Administration building's south entrance. United is expected to install its own radio and teletype equipment, while TWA may use American Airlines' facilities. Hangar space has been arranged for by both lines, it is reported.

Schedule Delayed—United and TWA will begin their Washington flights in mid-July, but delay in working out schedules held up the service. United extends its line to the capital from Toledo, while TWA comes in from Dayton. United will have no change at Toledo, with its flights going to Chicago and St. Louis once weekly; continental, TWA has yet to work out final details of its schedules, but feels certain it will make the Aug. 16 date.

Announcements by two other lines, already serving Washington, promised greater activity at the national airport.

American Sets Goals—American Airlines applied for a certificate for direct air service between Washington and Ottawa, asking the Civil

Aeronautics Board for immediate hearing, and Pennsylvania-Central Airlines disclosed it plans to start immediately two additional round trips daily from Washington to Detroit through Pittsburgh, Youngstown, and Cleveland, and an additional flight to Norfolk, Va.

2 Crashes Mar Air Safety Record

Airline and glider accidents occur within few days.

The nation's civil aviation picture was darkened in the last ten days by two air crashes that took 30 lives within a few days to end 130,000,000 scheduled passenger-miles without a fatality.

First Fatal Glider Crash. Twenty died when an American Airlines transport plane hit a hillside en route to Louisville in Kentucky the night of July 26, and ten more lives were lost when an Army glider, carrying prominent civilians, went down full-fledged in combat flight at St. Louis, Aug. 1. The latter was the first to be the first fatal crash since the Army began glider operations two years ago. The last previous fatal crash on a scheduled air line occurred Dec. 15, when the week of a Western Air Lines plane at Fairfield, Utah, resulted in death of 11 persons.

Official investigations of both accidents were launched immediately by CAA and other agencies.

Officials Vacate.—Aviation officials were riding on both the plane and the glider. Among those on the former was S. K. Hoffmann, 41, of Wilkes-Barre, Pa., chief engineer for the Lycoming division of the Aviation Corp there. Hoffmann and First Lt. Gil W. Fellows of the Air Transport Command of Dallas were the only two survivors of the plane accident.

W. K. Cooper, vice-president of Aviation Corporation, in charge of sales, and Harold Canaris, project engineer for liquid cooled engines, the Lycoming division, were killed.

Among the who lost their lives in the glider crash were Maj. William Robertson, pioneer plane manufacturer, and owner of Robertson Aircraft Corp., which built the glider, and Harold A. Kasper, 36, vice-president and general manager of Robertson Aircraft Corp. Major William D. Becker of St. Louis and other city officials also were killed.

Cooper, 51, was born in Springfield, Mass. He entered the aviation field in 1938 and was general man-

ager of Lockheed division of Aviation Corp. for three years, then became general sales manager of the corporation. Last May 15 he was named vice-president, with office in Washington.

Cooper was 45. After a career in aviation, engine design and development he became executive engineer of Air Associates, Inc., in 1939. Since Nov. 3, 1941, he had been project engineer on liquid cooled engines at Lycoming.

Lindbergh Dies.—Robertson helped finance the flight to France by Charles A. Lindbergh. He had helped organize transcontinental airlines, and insisted in sweeping the China National Airways. He also made an aerial survey of air transport facilities in Turkey.

Crew members killed in the Kentucky crash were Capt. Harry A. Stiller of Pittsburgh, pilot; 1st Lt. George R. McCullough, Navigator; and Staff Sgt. Edward J. Kenehan of Cleveland. Capt. B. A. Carpenter of Cincinnati was observing pilot.

Pilot Stiller had been with American since 1938 and Captain Carpenter since 1933.

Allied Production Boost.—Enterprise in United States production, Russia and Britain are producing large numbers, their total close being more than the Axis production which is estimated by some experts at 1,200 for Germany, 1,000 for Japan and about 800 for Italy. Recent developments would revise some of these downward.

Keep Producing.—In a comparison of our production with that of the Axis and our growing air superiority on all fronts, the value of the work being done by the men and women

who make the nation's warplanes and the necessity for keeping production up is emphasized with irrefutable evidence.

1942 equals Polar 33 Years.—During the last year just past, the Army Air Forces accepted more ar-

Army Reports Delivery of 73,132 Planes in 18 Months to July 1

AAF receiving about 4,500 ships every 30 days, officials announce, with Allied production exceeding Axis.

With total United States aircraft production now averaging better than 3,000 airplanes a month, the Army Air Forces disclosed that in the 18 months ended July 1 it received 73,132 planes.

U.S. Gains Farads Total of Axis.—Total production of the Axis is now reported about 4,800 planes monthly, a figure which exceeds in itself the estimates of total Axis aircraft production, which is set at about 4,000 planes a month.

Allied Production Best.—Enterprise in United States production, Russia and Britain are producing large numbers, their total close being more than the Axis production which is estimated by some experts at 1,200 for Germany, 1,000 for Japan and about 800 for Italy. Recent developments would revise some of these downward.

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planes than during the preceding 32 years. And this comparison becomes more impressive when specifications of such planes as the Boeing Flying Fortress, the Consolidated Liberator, or the Douglas Skyraider come into account.

For Home.—During the hearings on the military appropriations bills of 1944, it was estimated that if 30,000 planes were produced during the next year 34,000 would be bombers, 28,000 fighters, 12,000 transports, and 9,000 trainers.

85% for Airplanes.—In the present war, up to June 28, 1943, shipments to the Army Air Forces amounted to \$93,000,000,000, all of which has been obligated. Of this total, an estimated 85 percent was for airplanes, engines, propellers, and spare parts. The \$33,000,000,000 earmarked for the Air Forces during the fiscal year 1944 compared with the total military costs of the last war which have been variously estimated at from 28 to 31 billion.

In the whole of the last war, \$65,000,000,000 was spent by the Army for airplanes, engines, and spare parts. In the period that followed appropriations dropped to between \$13,000,000 and \$17,000,000 yearly.

'News' Sales Manager

George W. Piel, publisher of *Aviation, Aviation News, and Air Transport*, announces appointment of Andrew B. Martin as sales manager of McGraw-Hill's *Aerospace* publications. Mr. Martin takes over his new post with a background of 20 years' experience in the field oferonautical publishing. He was formerly western manager of *Aviation and Bus Transportation*. His headquarters will be in the New York office of McGraw-Hill.

Landis Appointed

Col. Reed Landis, formerly regional vice-president for American Airlines at Chicago, has been appointed managing editor of the 1st Troop Carrier Command of the AAF, with headquarters at St. Paul, Minn. He has been serving as chief of staff of the command. He succeeds Brig. Gen. Fred S. Boen.



Delivery Bases: The WAF's are being delivered bases from the factory at San Diego to various schools of the AAF. Shown above are two of these women pilots just before leaving the Ryans airport.

THE AIR WAR

COMMENTARY

Luftwaffe 'Reserve' Is Mythical; Output of Famous Fighters Cut

Allies winning air contest over Germany after smashing Messerschmitt and Focke-Wulf plants.

WHILE THE PRIMARY OBJECTIVE OF strategic bombing will always be the destruction of the enemy's ability to wage war by striking at behind the fighting lines at his industrial and communications systems, shipyards and repair facilities, and airfields, there comes a time when the all-out pursuance of this objective has a distinct effect on the gaining of aerial supremacy in the enemy skies. Control of the air is the prime essential for all tactical operations. That time has now arrived in the battle for Germany.

The Real Scare—Daylight Raids. It was just about a year ago when the first units of the Eighth Air Force began their epoch-making daylight precision bombing attacks on a small scale. "This is the real start," said Lt. Gen. "Scoopy" Spaatz. Before many weeks had passed it became evident that the Luftwaffe was making desperate efforts to stop these raids at any cost. Squadrons after squadrons of comic planes in the latest Focke-Wulf 190's and Messerschmitt 109 G's were thrown into the battle. The daylight raids, with their resulting heavy damage on vital targets, were at last beginning to smoke out the Luftwaffe fighters on a substantial scale. The American heavy bombers in close formation, using their powerful .50-caliber guns and uncanny computing gun-sights, knocked these fighters out of the air in ever-increasing numbers.

Luftwaffe on Defense.—As a result of this and other factors it has been widely stated for some time that the Luftwaffe has gone on the defensive. There can be little doubt that this is largely true. One indication is the almost complete lack of sizable bombing operations over England, the greatest threat ever to be posed over another nation. On the critical and far-flung Italian front, except for a few big raids from Italy to Jane, there is no evidence of heavy concentration for

offensive operations. The Nazis were unable to muster enough strength to gain air supremacy for the drive on Russia, which bogged down after two days and became a battle to hold. **Cut.**

Nine Shots from Bombers to Fighters.—In addition to this, reports have been current since last spring that the German aircraft industry has been shifting over from the production of bombers to fighters. Ac-

cordingly, the Nazis were unable to muster enough strength to gain air supremacy for the drive on Russia, which bogged down after two days and became a battle to hold. **Cut.**

Offensive operations. The Nazis were unable to muster enough strength to gain air supremacy for the drive on Russia, which bogged down after two days and became a battle to hold. **Cut.**

The Real Scare—Daylight Raids. It was just about a year ago when the first units of the Eighth Air Force began their epoch-making daylight precision bombing attacks on a small scale. "This is the real start," said Lt. Gen. "Scoopy" Spaatz. Before many weeks had passed it became evident that the Luftwaffe was making desperate efforts to stop these raids at any cost. Squadrons after squadrons of comic planes in the latest Focke-Wulf 190's and Messerschmitt 109 G's were thrown into the battle. The daylight raids, with their resulting heavy damage on vital targets, were at last beginning to smoke out the Luftwaffe fighters on a substantial scale. The American heavy bombers in close formation, using their powerful .50-caliber guns and uncanny computing gun-sights, knocked these fighters out of the air in ever-increasing numbers.

Luftwaffe on Defense.—As a result of this and other factors it has been widely stated for some time that the Luftwaffe has gone on the defensive. There can be little doubt that this is largely true. One indication is the almost complete lack of sizable bombing operations over England, the greatest threat ever to be posed over another nation. On the critical and far-flung Italian front, except for a few big raids from Italy to Jane, there is no evidence of heavy concentration for

ceping this as almost certainly true, just what does it mean? For one thing, the factories turning out 4-engine bombers, such as Focke-Wulf at Bremen (FW-200 K, long range patrol bomber) and Henkel at Henschel (the comparatively new He-177), have not been put back into production.

More Threat to RAF.—Several other bomber factories, many of them located around Munich, Leipzig, and Berlin, extend the area most heavily affected by the HAF-USAF daylight raids. In addition, the output of day-bomber production is dropping as night-fighter versions of the fast medium bombers Ju-88 and Dornier 217. These are heavily armed, can operate for many hours in the air, and are equipped with radio-locator guides approaching in efficiency the highly developed Radar devices used by the Allies. New and improved models of the formidable twin-engine ME-219 fighter-bomber with more powerful engines are also being used as night fighters. Total production of all of these runs about 500 out of some 1,800 per month of all combat types, and they constitute the main threat to the huge RAF night raids.

Gen. Eaker's Score for July.—General Eaker's 8th Air Force, however, has succeeded in pinning down large numbers of single-engine day fighters in northwest Germany, probably twice as many as a few months ago. The score, as of July 20, stands climbing steadily around 2,000 ME-109's and ME-109 G's. Informant estimates indicate at least 700 of these as first line strength, roughly one month's production (June, approximately 330). As many more are being serviced or are en route as replacements, thus by the way being the only "reserve" the Luftwaffe has now. During the last week of July, in the joint all-out effort with the RAF, the 8th Air Force destroyed or seriously damaged some 230 of these and older fighters. Total for July was 825, including 200 shot down, 150 probables, 275 damaged. A new angle was the fact that in one raid escorting fighters ("Thunderbolts") bagged 35 of the Nazi fighters, almost as many as the bombers shot down.

Production Damaged.—Two other factors complete the picture. According to a carefully worked out schedule, in addition to the terrible pounding given Hamburg in the late July air attack, the Heinkel aircraft factory at Wuppertal was practically wiped out in the heavy Fortress raid and later another Henkel factory at Oerichshafen.

Both of these plants were switched over last winter from the He-111 fighter to the latest model of the Focke-Wulf 190. Add to this the fact that the main assembly factory for this important fighter, the Focke-Wulf plant at Bremen, was so badly damaged several weeks ago that production is still practically at a standstill, according to reconnaissance photographs. Maintaining anything like the current production schedule of the 1937 will be an acute problem, with the ME-109 and engine factories for both these ships (B.M.W. and Daimler-Benz) also on the list for intensive strikes.

Airfields Smashed.—The final point is the greatly stepped up daylight sweeps against the vast fighter armories. Light bombers and fighter-bombers and straight fighters, including Bostons, Whirlwinds, Mosquitos, Typhoons and Thunderbolts, are making powerful attacks almost daily, smashing installations and airplanes on the ground, including fighters re-fueling for a second attack against Afternoon heavy bomber masses.

AIR WAR REVIEW.—The aerial offensive against the Axis during the week assumed almost unbelievable proportions as the RAF by night and the U.S. English Air Force by day sent over wave after wave of heavy bombers.

Hamburg's widespread area of factories, docks, dry docks, warehouses and shipping terminals in the ruin of a shelled fire, under great plane of smoke. Other important spots—Wilhelmshaven, Kiel, Wesermarsch, Weserstrasse, etc., all of them sensitive industrial and shipping points, felt staggering blows, as did Bremen, Kassel and Osnabrück. Naples again felt one air

strafed a number of strategically important Jap centers, bridges and shipping.

U.S. Air Blows Set New Records.

For base set records for the past month as our bombers dropped 50 percent more bombs and destroyed 75 percent more enemy fighter planes than in June while their losses dropped to less than 4 percent of the attacking forces despite the penetration of our planes and race into the stiffer defenses Germany can muster.

In the last, deepest penetration of Germany, our bombers struck at the Focke-Wulf plant at Cuxhaven—"Bomber Low Level Mead Raid." This raid by a force of 275 Liberators from the P-51s off fields of Bremen involved a 2,400-mile round trip flight and was led by Lt. Gen. Lewis H. Brereton, Commander of the Ninth U.S. Air Force, to have been "the longest low level raid in aviation history." The results of the report from General Arnold's commanders in the field was that we now have air superiority in every theater and will eventually have air domination throughout the war as won.

FA Marine Corps Fighter Squadron.—which has just completed the most recent of several tours of duty in the Solomons, wound up as one of the high-scoring Squadrons in the campaign. It shot down 86 Jap aircraft with the loss of but two of its own pilots.



Bombing Cut Outputs Plants producing Germany's Messerschmitt 109 (top) and Focke-Wulf 190 (above), two of the Axis' most important fighters, have been smashed by the Allies and production has been halted. Next objectives for the RAF and USAF probably will be the BMW and Daimler-Benz plants, which turn out engines for these fighters.



Commanders of Army Air Forces units over the globe gave first-hand reports of their activities in a series of radio talks as a part of the AAFC's observance of its 30th anniversary August 1. It was a picture of growing air superiority in every front and pocket of thorns to come. General Arnold noted that air activities up to now are "no more than a hint of what is to come next week and next month."

General Arnold noted that in the first seven months of this year our aircraft made nearly 103,000 combat flights over enemy territory. The summary of the reports from General Arnold's commanders in the field was that we now have air superiority in every theater and will eventually have air domination throughout the war as won.

FA Marine Corps Fighter Squadron.—which has just completed the most recent of several tours of duty in the Solomons, wound up as one of the high-scoring Squadrons in the campaign. It shot down 86 Jap aircraft with the loss of but two of its own pilots.



Massing Muscle. This close-up of an RAF North American Mustang, described by the British Information Services as the world's fastest fighter plane, shows location of the gun cameras, aperture houses of the 4 machine guns housed in the fuselage of older models.

Management

—Heart of America's Industrial Progress

In Peace and War, Management Men and Methods Steer Production on a Steady Upward Course

WHEN the Allied armada of 2,000 ships, powered by a vast multitude of planes, vessels, the most of steel, steel leaders and steel men had to move so wonder how "that obedient picture living America" had moved into the atmosphere of automobile refrigeration and custome tailoring, to sequences of war, and last and produced such mighty plants as the Krupp, the Fiat, and the Skoda works—and had done it so quickly.

America at war is not the lead dog in its field a world at peace. Steel production is planned to increase to the rate of about 100,000,000 per year. Steps to carry the war to sea ensure, side down the ways at the rate of two a day. Tanks, trucks, guns, armaments are pouring out of our "peace" plants in greater volume than the critics And effort can possibly equal. We expect production in 1945 alone will reach the staggering figure of 100,000,000,000 dollars in amount equal to our own national income for 1929. Added to this is the further output of essential warlike goods—a very considerable sum.

The unprecedented production in making place while some \$9,000,000 can vanish, these physical last supplies have been called to the stand.

Most of them were required only by more efficient equipment and more efficient methods.

Huge repair and maintenance programs had to be superimposed upon early after abnormal problems facing industry as its high-speed conversion from ships to boats, from printing machines to guns from automobiles to airplane engines, from fishing trawlers to tankers to aircraft.

This phenomenal task was further complicated by the need for rapid expansion. A modest machine tool industry had to be expanded to handle a volume many times its normal capacity. Steel production had to be increased by 200%, and that of sheet and ingots multiplied over and over. From almost nil the demand for high octane gasoline doubled to unbearable quantities. The production of synthetic rubber and electronic industries was never dreamt excepted.

Who deserves credit for these accomplishments? All industry. The engineers, chemists, designers, skilled workers, managers, laborers. But over and above all it belongs to management.

In industry, if it is to continue to have a directive force to no oxidize the efforts of man in the use of materials and the application of power toward the production of goods and services. In industry, if it is to direct the force of the nation's manpower and our resources toward the goal of management we will like to transform ourselves, almost overnight, from a peace-loving nation to the world's greatest producer of implements of war. As a nation, we had best preparing for a long time to play our part in world affairs. This preparation, originally not planned for today's objectives but more the less effective, began some four decades ago.

converted the value added by manufacture per wage earner by 280 per cent, and the horsepower per factory worker had been raised by 100 per cent. The nation's productive power was ready to move in the tragic wartime pitch.

During this period of radical and radical evolution, management itself had changed. To the extent of scientific management, our goods and services were the product of several kinds of divisional activities, varying from the static, paternalistic, top-down method. There was a sense of the responsibility that industry gave largely to shareholders—the responsibility of trusteeship to the interest of stockholders, employees, and the public—specifically, in the interest of our national economy—possibly. Acquisitive of this stewardship is incomplete, still, of the belief that, in due time, we are maturing, and on our way of maturity, that does not seem to be true.

However, the actions of management caused the time to change?

Or has this short management history succeeded only because it has changed with the times? Certainly, the industrial census of 1930 would not those who the census-takers could find. Today the new industrial industry has come to stay for a working poster world will have a far-reaching effect upon the times.

Management today addresses the future of the business of industry. It is forced to perceive the coming of the democratic era. It is forced to change its shell, as with the times. Management therefore succeeds in power through leadership in creating men . . . not through ownership.

Good management can be sustained only in an environment sympathetic to its needs. It has an inescapable obligation to society, because it must be a compatible part of the social structure as it is now, by that structure as a whole.

An environment sympathetic to its aims serves, also, the industry, in the very serious consequences produced, not only by government action, but also by the industry's own desire to attain by government action what the industry itself cannot do for itself—namely, devotion to a cause, lack of understanding or not plus policy. It was to industry—to industrial management—that the power must remain while our existence as a free nation was threatened; it is to industrial management that government must turn to under the law.

The industry must, also, for the same reasons, that what has made America strong, an industry's ability to produce consistently good and more goods and services for more and more people. It is only by actually creating those that are built up the stockpiles of the necessities of life. And it is only by creating them that we can have more of those things that make life worth living. These benefits can be given to more people as industry succeeds in getting greater output of goods and services for a given input of human energy, materials and power.

And what of the physical job ahead? In this country alone, there will be an immense demand upon industry to supply the things people have been unable to purchase during the war. That the nation is saving out only an automatics, refrigerators, vacuum cleaners and radios, but in very homes, the workroom, and office, is the reason for the lack of money while whetting its appetites. Truly, the odds the American people will make upon industry in the present period will be many and varied.

This demand can be relieved in another light. Economists say there will be 50,000,000 persons seeking gainful employment after the war. The Committee for Economic Development has estimated that \$140,000,000,000 worth of goods and services will be required each year for these people. Compare that with

the actual output of 397,000,000,000 worth of goods and services in 1940 when general employment was 60,000,000.

These future jobs will be done if industry's management is not too much hampered by government management. Management in industry performs its function in the field of doing things. Management in government performs its function in the field of regulating things. The best cooperation of the two kinds of management will be necessary in the present period. Certainly, the much of the industry kind will affect seriously with the kind that does that.

Industrial management must improve, too. If it does not suffice, it does not recognize definitely the trustworthiness in its job, if it does not understand and live up to its moral responsibilities, then it will be failing for which we are fighting. The following suggestions are made to stimulate the direction that management's self-improvement can take.

Evolution in management has had two directions in some respects. Management in industry has been prone to see the advantages to technological development without fully appreciating the cost. Looking at industry and social progress as a whole, these can be no doubt as to the value of technological improvement. It creates jobs. It elevates the standard of living. But the economic fact is that management in government is not as amenable to technological development as is management in industry. When its job becomes one of invention or a new method, it requires one less costly and longer, the in a cell that management can do something about.

Management has been too content of its importance with the position of social engineer and has been slow in recognizing his strong role. Let us have greater appreciation of management's role in our society.

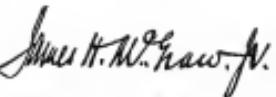
Industrial management has been too slow to abandon its policy of letting the larger business. As a result of this, industry today is over-regulated.

Management has been too slow in assuming its responsibility to government.

Management has been too slow in accepting the responsibility to government philosophy that a clear-cut honest base for conservation which it does not practice. A comparison of the two long neglected in management's obligation in the field of public relations.

In these years since 1930, industrial management has been growing. Perhaps many of its experiments have been but growing pains. Management has been learning to produce more, to absorb more, to expand and to expand at the right time. In the right areas. It has learned to use more of its energies in "advertising" on the introduction of new products and the use of new processes. It has learned to invent more and more in research. It has learned of the interdependence of industry and agriculture. And it has learned much about the eternal struggle of safety, health and good will.

We have a history and rock experience behind it. I long every faith that management is going forward to even more glorious accomplishments in the winning of the war, and I believe that as pacific accomplishments to come are beyond the prediction of any of us—every management need.



President, McGraw-Hill Publishing Company, Inc.

AIRCRAFT PRODUCTION

July Plane Turn-Out Exceeds June Figure by Small Margin

Reasons given for retarded production include labor turnover, design changes, absenteeism, and housing.

America is now in the stratosphere of production and to reach higher altitudes requires supercharging.

Nelson Views Production—That's the way WPB Chairman Donald M. Nelson views the current production situation which is still causing concern despite the expressed confidence of high officials that schedules now lagging will be made up and losses met.

The aircraft industry, as the result of a late-month surge in July, caught up and passed June production, and while the total number of planes produced was not as high as scheduled it was considerably above the gloomy estimates made the first part of the month.

Aircraft Men Discouraged—Despite the production of better than 7,000 planes a month, Nelson said

that production officials are not satisfied and to reach higher altitudes requires supercharging.

Nelson Views Production—That's the way WPB Chairman Donald M. Nelson views the current production situation which is still causing concern despite the expressed confidence of high officials that schedules now lagging will be made up and losses met.

several southern papers now cover spare parts before they are crated for overseas shipment.

New Packard Plant

Packard Motor Car Co. has acquired a plant in Toledo, formerly occupied by Aviation Corporation and will operate it as the company's Toledo Division for the production of parts for Rolls-Royce aircraft engines.

George T. Christopher, Packard president, said that capacity produc-



New Bomber: With the objective sighted, the Navy's first new dive bomber, the Boulton Paul Brecon, fully loaded, even in the wing racks, is ready to peel off for its swoop. It is a sister ship of the Boulton Pauls, recently used by the RAF.

tion is expected to be reached before 1944. R. B. Rees, chief plant engineer of the Packard factory in Detroit, is to head up the Toledo plant.

First Canadian Lancaster Completed

National Steel Car plant, run by government, builds bomber.

The first Canadian-built Lancaster bomber is off the line at Victory Aircraft, Ltd., government-owned plant, at Malton, outside Toronto.

Complex Interchangeability. A feature of the construction of the four-engine bomber aircraft is that it has been designed for complete interchangeability of all parts whether for the Canadian or British-built Lancaster. Optical instruments are used in

signaling jigs to make this possible. **Canadian Government Takes Over.** Decision to make the Lancaster bomber in Canada was reached sometime in 1941, with the National Steel Car factory at Malton picked to do the job. Tooling up was about 75 percent completed at the beginning of 1943. By this time labor and management problems necessitated the Canadian government taking over the plant.

The government purchased the plant for approximately \$4,000,000 and formed Victory Aircraft, Ltd.

Bigger Job. The undertaking was the largest job given the Dominion aircraft industry. Building the plane has been compared to Canada building a battleship of the latest type, and Canada's shipbuilding industry's biggest job so far has been the building of destroyers.

Christening ceremonies for this first made-in-Canada Lancaster four-engine bomber were held August 6, with Mrs. C. G. Power, wife of Canada's Air Minister, as the sponsor. Canadian civil and military aviation notables participated.

Council Works Out Plan for Engineers

Technical college graduates to join aircraft industry.

A plan whereby the aircraft and other war industries will be allocated student engineers who have completed college courses under the Army Special Trainer Corps program is being worked out by the National Aircraft War Production Council and the Army.

AAAF Meets With Council. A representative of the Army Air Forces

Meeting Board met in New York July 29 with members of the Engineering Committee of the Aircraft War Production Council East Coast. A similar meeting, within two or three weeks, is planned with the West Coast Council.

AAP Deck Jobs. These engineers, most of whom come under the limited service classification of the Selective Service ratings, probably would be headed for deck jobs with the Army. Under the program being considered, they will be made available to the industry as one part of the program to solve the manpower problem.

Some Headed for Industry. How many of these engineers will go into the industry and how many each company will be allocated under the program are questions now being considered.

Burden Discounts Claims for Future

Immediate prospect after Armistice not encouraging, he says.

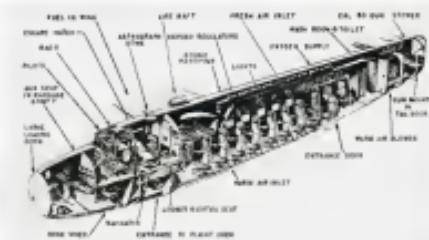
The maximum commercial aircraft manufacturing industry which can be developed immediately after the war will be only a small fraction of the \$3 billion dollar industry of 1943 in the opinion of William A. M. Burden, Special Aviation Assistant to the Secretary of Commerce.

Air Transport Estimates. Burden said that he believed there was general agreement among the air and rail transport industries that air transport is concerned in a possible way to the reasonable increase in passenger tonnage which can be expected in the near future.

Discouraging Guesses. The results of such guessing, he told the Los Angeles Chamber of Commerce Aviation Forum, are not particularly encouraging. Roughly speaking, Burden said that 75 percent of our 1943 Pullman traffic could be carried in the equivalent of 1,000 DC-3s, and half of the first class transoceanic passenger traffic in the world in the equivalent of another 1,000 to 1,500.

Mixer of Few Mouths. Burden said that the most intriguing field for further expansion is obviously that of private flying, a field whose future has been interpreted in terms of the most extravagant optimism and the most extreme pessimism.

Campuses Assume With Plans. Moreover, once this fleet was built, re-



U.S. BUYS SIX FLYING YACHTS

Six specially built, luxuriously appointed versions of the famous Consolidated C-87 transports, four-engine landplanes, will soon be carrying important Army, Navy, and other government officials (including the President) to the world's far corners in a new Army-Navy liaison service. Three of the planes have already been delivered to the Army and are named Gulliver I, II, and III. The three similar ships will go to the Navy. Top photo shows a C-87, the transport version of the B-24 Bomber. Drawing shows the C-87's usual equipment, much of which has been repacked out and replaced by more comfortable furniture, berths, and the like.

placement, based on past experience, would be only a fifth of that amount annually. There would be, Burden pointed out, export sales in addition and, he added, that air freight volume might surprise us, but he concluded that the grand total of transport miles would not be large enough to sustain a substantial industry.

He did not suggest, however, that these figures represent the maximum long-term possibilities of air transportation.

Expansion for Private Flying. Burden said that the most intriguing field for further expansion is obviously that of private flying, a field whose future has been interpreted in terms of the most extravagant optimism and the most extreme pessimism.

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Andrews Honored

Lt. Gen. Frank M. Andrews, who was described as one of the greatest strategists in the Army Air Forces, has been posthumously awarded the Oak Leaf Cluster to the Distinguished Service Medal. General Andrews was killed in a plane crash in Newfoundland.

Employee Efficiency Shows Big Gain

Despite the rapid increase in the number of employees in the airmen industry and despite increased production schedules, the efficiency of individual workers has been consistently improved.

Both labor and management share in this achievement which has enabled the industry to boost production regularly at less cost. **Workers Up Output 25%.** In 1941, each employee of the airmen industry produced 30 pounds, on the basis of a production of 4,560,000 pounds of airmen per month by 156,000 workers. By 1942, some 14,000,000 pounds of airmen

were being produced each month and the 200,000 workers in this phase of the industry had raised their record to 40 pounds per month.

Fish Output Added 20% in '43. This year, the nearly 170,000 productive employees in the industry were producing about 44 pounds of airmen per month per person.

When airplane reaches peak production, government officials estimate that the efficiency will be raised to about 48 pounds per month per worker, with an expectancy of 155,000,000 pounds a month by an estimated 1,000,000 workers.

TRANSPORT

Maximum Route Expansion to Call For Public Aid, Pogue Says

CAB chairman forecasts big passenger and cargo growth in traffic between smaller cities; calls for more airports.

Support from public funds will be necessary if air transportation is to expand to many small cities as soon as it should, says Chairman L. Welch Pogue of Civil Aeronautics Board.

Case of 50,000-mile Expansion— He told the Tulsa Chamber of Commerce that government costs for a 50,000-mile expansion of pickup services offering one trip a day would run about \$18,000,000 a year, and "substantially more" for two.

For passenger service, he said, "We must decide to what extent we might be willing to make up in mail the difference between operating cost and possible commercial revenues in the early stages of development."

National Pattern— Issuing that expansion to cities in small cities (4,000 and over) must follow a "well-worked-out national pattern," the chairman predicted a "tremen-

dous growth" in all air transportation when equipment becomes available after the war—an trunk-line schedules as well as extensions to small consumers.

Small Town Traffic Big Factor— This extension is imperative, he asserted, if air transportation is to "complete its contribution to our nation." And he predicted that the traffic between small cities eventually may be larger than fed into the trunk lines from those places.

Self-sustaining City Service— He expressed confidence that problems of equipment and landing places can and will be solved. Economic results will be good, he said, "increasing rather than decreasing size of planes for such services. He explained how the aircraft manufacturing industry, acting on results of pending studies by the Board on front-door-pickup services, "will present to the nation

at the close of the war airplanes which will meet the requirements" of small city services.

Challenge for Municipalities— Pogue called for airports—handicapped by them—"if smaller municipalities are to receive the full benefits of air transportation. Lack of ports, he said, has limited development of the nation's air-transportation system, and "we are still 1,000 short of a proven plan of the Civil Aeronautics Administration for 4,000 airports designed to serve what was then thought to be our immediate needs." The need for landing places, he said, is a challenge to municipalities.

Correlation of Facilities Advised— In criticizing that development should follow a national pattern, the chairman said the aim should be "the establishment of service in some equitable relation to potential service needs and in relation to existing transport facilities, rather than as a surrender to exceptional promotional enterprises of communities and individuals."

Self-sustaining City Service— The proposed regulation, on which those interested have been asked to comment, is significant in view of the scramble for international air routes, highlighted recently by the domestic line's announcement of international air transportation policy. The statement notified the board that the signs expected to file individual applications in the international field.

New Opportunities— While he saw a problem in the question whether extension to small cities should be made by existing trunk-line operators or by new carriers, "I think the location in which there are to serve," Pogue now sees an advantage "in giving opportunities to new enterprises which are rooted in local people and whose fortunes depend upon doing a good job."

He also favored as "a naturally progressive step" the postwar transportation by rail of all first-class mail.

Merchandising By Air— Earlier, before an aviation conference sponsored by the Oklahoma City Chamber of Commerce and the National Aeronautic Association, Pogue talked of merchandising by air.

"There is being built up a backlog of popular demand for air cargo services," he said, "which will have to be met in full at the close of the war. I should not be surprised if at some time in the future the revenue received by the air carriers from the carriage of cargo were to exceed the estimated revenue now paid by passengers and mail."

Lower Air Express Rates— Air express rates have been too high in the past, he added, but "beyond any question of a doubt, they are coming down and coming down drastically."

Most striking time savings, the chairman forecast, will be reflected in reduction of travel time in the field of international transportation.

CAB Asks About Foreign Contracts

Agency may rule that airlines must file their agreements.

Civil Aeronautics Board is considering amending its economic regulations to require every air carrier to file copies of any agreement with foreign governments, a condition that would put these matters on the CAB's record.

Scramble for Air Routes— The proposed regulation, on which those interested have been asked to comment, is significant in view of the scramble for international air routes, highlighted recently by the domestic line's announcement of international air transportation policy. The statement notified the board that the signs expected to file individual applications in the international field.

Another rule, effective Sept. 1, requires applicants for CAB exemption to serve notice of the application on "all persons who may have an interest" in its subject matter.

Big Express Gain

The first six months of this year saw a 66.6 percent increase in weight of air express shipments at La Guardia Field, New York City, compared with the same period a year ago.

The air express division of Railway Express Agency reported 2,718,581 pounds of air express cargo for domestic and international air lines serving the port the first half



AIRWAYS FREIGHT STATION:

Although the Consolidated C-17 shown is in drab war colors, the post-war commercial air freight station will probably be similar to this scene. The C-17, being turned out at Convair's Texas plant, can carry more than six tons over 2,000 miles, at speeds over 350 mph, manufacturer points out. Turbo superchargers give added speed and ceiling.

of 1943, an increase of 564,383 over the first six months of 1942.

Curtain Ban Eased

On Liners

Air Transport Committee revises original restriction.

Curtain Rules— The new rules, suspending the old, take effect immediately. They state that during daylight hours when "bright sunlight could distract military information, full cabin blackout protection will be applied at Dallas, Tulsa, Colorado Springs, San Francisco, and Oakland for three minutes before landing and three minutes after liftoff.

Monthly Suggestions— Procedure remains a matter of industry policy. Now, however, it will be subject to monthly review, with each airline

forwarding to the Air Transport Committee suggestions for modification starting in mid-October.

Brig Gen C. R. Smith, new deputy commander of the ATC, has written Col. Edgar S. Gossell, president of the ATA, favoring monthly review of suggested changes.

Curtain Rules— The new rules, suspending the old, take effect immediately. They state that during daylight hours when "bright sunlight could distract military information, full cabin blackout protection will be applied at Dallas, Tulsa, Colorado Springs, San Francisco, and Oakland for three minutes before landing and three minutes after liftoff. At New York and San Diego the period will be five minutes. Daylight hours are from half an hour before sunrise to half an hour after sunset.

Curtains also must be drawn at airports where modification centers or aircraft factories are located "except that the curtains may be opened at the loading ramp when the visibility from that point is no better than at the airport station."

Pilot Can Decide— Pilots are urged to use judgment in having curtains drawn where military information otherwise would be disclosed.

Some lines have learned over backward in their attempt to conform to the window blackout regulations in the past. This has meant that on some flights between Washington and New York the curtains have been drawn the full distance.



UNITED'S FORTRESS SHOP:

Pictures of the airline's modification centers operated for the Army Air Forces are released by the War Department. That unit shown is part of United Air Lines' special shop at Cheyenne, where Flying Fortresses are prepared for the particular front in which they will fight, and where the newest lessons of combat are translated into test missile charges.

Maritime Commission Studying Combined Ship-Air Operations

Report being prepared by subcommittee of post-war Planning Committee, headed by Rear Admiral Vickery.

Rear Admiral Louis' recent proposal of a post-war aviation and merchant marine policy coincides with studies being made by the Maritime Commission on the feasibility of establishing regular merchant marine operations with air transportation of passengers and light cargo.

Post-war Employment. — The tall Massachusetts Republican, shortly before his departure with four other Truman Committee members for the war theaters, expressed the view that job opportunities should be provided for some 3,000,000 aviation war veterans and more than 200,000 wartime merchant seamen. The policy should include nothing, he asserted, to threaten either post-war commercial aviation or the merchant marine.

Hark Back Six Years. — Echoes of 1947 were being heard, meanwhile, as a Maritime Commission subcommittee studied the relationship between shipping and air transport. Sixteen years ago the Commission, in a report to Congress, recommended that the Merchant Marine Act of 1936 be amended to permit steamship lines to operate airlines, but the proposal was not accepted.

Reports indicate that the same policy, with slight modifications, is keeping the survey now being made, although commission sources say the studies are contemplating a full report on the advantages and disadvantages of steamship-air operation.

Auditorium - Vickery - Woodward. — R. E. Anderson, director of the commission's Division of Finance, is chairman of the Subcommittee on Shipping and Overseas Air Transport of the commission's Post-War Planning Committee. Rear Admiral Howard L. Vickery, vice-chairman of the committee, is chairman of the tall committee. Congressman Thomas M. Woodward is co-chairman. The subcommittee will retain an aviation expert to assist it.

Equalizing Shipping & Air Transport.

In its preliminary work, it has paid particular attention to steps taken by other nations to coordinate shipping and air transport. Sweden is among those that have taken action along these lines. In Great Britain a shipping council is working closely with the Ministry of Transport.

Committee members feel, it is said, that if other nations correlate shipping and aviation, the United States likewise must do so, or suffer a disadvantage from competitive parity.

Opposition. — This view, however, was expected to run into the same difficulty encountered in 1945, when friends of Civil Aeronautics Authority had a hand in blocking Congress' reauthorization of CAA. Opposition also came from the American Air Transport Association of America.

What Will Congress Say? — What the attitude of Congress will be if a similar proposition is placed before it after recess can only be conjectured. Senator Lodge at least will be in a position to do something about any attitude he may take on the problem. He is a member of Senate committees on appropriations, finance, and military affairs.

While the Truman wing wins its way over the war theaters, two members have the express assignment of studying post-war rights of the United States to foreign territories it has developed during the war. These are Senators Brewster, Maine Republican, and Mead, New York Democrat. Others in the group are Senators Lodge, Chandler, Kennedy, Democratic, and Russell, Democrat of Georgia.

Studying Global Post-war Policy. — The two senators go as a study of international post-war aviation policy is under way by a nine-man subcommittee of the Senate Commerce Committee. Senator Clark, Democrat of Missouri, has asked the Administration, in a conference with Secretary of State Cordell Hull, to delineate peacetime aviation agreements with Britain or other nations until Congress has a chance to evolve a general aviation policy. Clark also conferred with the President about the subcommittee's work along these lines.

PCA President Urges 'Regulated' Rivalry

C. Redell Marro, president of Pennsylvania-Central Airlines, told the Chicago Engineers Club in a speech last week that the war had

shown conclusively that international air operations after it is over must be conducted on a basis of "regulated competition."

Rehabilitation By Air. — "We have established the airways of the world of tomorrow," he said. "In the immediate post-war period great trans-oceanic flights must be maintained to take relief and rehabilitation materials speedily to the stricken and war-blighted lands of the earth. They must then be devoted to the peaceful commerce of the skies and the peaceful intercommunication of peoples."

Airlines Report Big Traffic Increase

Express and mail cargo show greatest gains. Safety record lauded.

Traffic gains in the first six months of this year over the same period in 1942 have been reported by three domestic airlines, Pan American, and Air Transport Assn.

P American's Notable Gains. — American Airlines earned 9,377,869 pounds of air express the first half of this year, a 235.8 percent increase over last year's first six-month period. The line reported it earned 11,453,576 pounds of air mail through June 30 this year. Last year the figure was 6,061,510 pounds. Charles A. Schenck, traffic vice-president, said the line now has 11 planes 11-21 hours each day, where before the war the average was one plane. Passenger figures were not reported.

A United Scores New High. — United Air Lines established new load records in the first half of this year in comparison with any previous first-half period. Revenue-generating routes figure at 157,362,357, a gain of 15 percent over the same six months in 1942, express pound sales 2,032,544,103, a gain of 12 percent, and mail pound sales 9,711,100,596, a gain of 83 percent.

TWA Gains in Mail & Express. — Transcontinental & Western Air mail air mail and express has increased 100 and 78 percent, respectively, in the first six months of 1943 over the comparable period in 1942. Preliminary figures, according to E. Lee Tolson, executive vice-president, showed that air mail carried by TWA in the first half this year was 5,050,004 pounds, compared to 4,488,958 last year through June. Express figures for the two six-month periods were 3,425,581 pounds this year and 1,927,513 last



Express Overload. — With the airlines reporting gains of 100 percent, in some cases, over similar periods last year, the airlines mail store pressing express as the class of service that need not be required by paying passengers. This is why many non-priority passengers do not fly. United Air Lines has designed a special cargo slip-cover container to protect seats.

Revenue miles decreased 16 percent from last year, but revenue passenger miles were up from 57,433,182 in the first six months of 1942 to 106,628,232 for the first half of this year.

CIAI Fears of Air Transport. — Col. Edgar S. Gorrell, president of the Air Transport Association, recently issued a statement that although about half their present equipment was in military operations, domestic carriers are "turning in startling achievements in moving vital war essentials."

Total air express during the first six months this year, he reported, was 51 percent higher than the same period last year, estimates showing that T.172,533 ton miles were flown in the first half of 1944, compared with 4,738,999 in the first six months of 1943. Estimates of air mail ton miles were 16,371,300, or a 90 percent gain over 1942's first six months' figure of 8,723,453.

Safety Record. — Gorrell praised the airlines' half year safety record.

Pan American Airways, meanwhile, reported that since inauguration of service in May, 1939, it has earned 39,000 passengers and flown 8,000,000 miles on its Miami-Atlantic route. To do this, 43 clippers made 1,200 crossings, carrying the same 4,000,000 pounds of express and 1,600,000 pounds of mail.

Pilots File SEC Data on New Airline

Company registers 300,000 shares of class A par value stock.

The first barnstorming and air transport enterprise after World War I were organized and managed by a group of first air-mail pilots directly from the pilots who are flying in this war as Transoceanic Airlines, Inc., organized earlier this year by Thomas G. Smith and an association of pilots now ferrying warplanes to battlefields.

Young Stock. — The company has registered a statement with the Securities and Exchange Commission for 300,000 shares of class A voting stock without par value.

There are no underwriters. Initial offering will be 50,000 shares at one dollar to eligible subscribers.

This group intends that only those who do the work shall own stocks and make profits, only flight crews, operating personnel, officials and department heads may participate.

The company was organized in February and most of its incorporators are pilots making plane delivery flights from Canada to England and other battle-front destinations. Although the idea originated in Canada, incorporation papers were filed in the U. S.



STRATO-CLIPPER PERSPECTIVE:

Pan American's Boeing Stratoclipper in operation between Miami and Rio Janeiro are operating at capacity loads, setting new cargo records. Thus shows the supercharged cabin. TWA, only other purchaser of these Model 387's, is flying them to all parts of the world for the ATC.

PERSONNEL

Leighton W. Rogers, well-known aviation writer and consultant, and a former president of the Aeronautical Chamber of Commerce, has joined Bell Aircraft Corp. as assistant to the president and special representative of the company on the products in the aircraft service field.

Rogers is an associate-president of

the Georgia Air in 1934 and at one time was an athletic coach and later director of Playgrounds and Recreation for Elizabethton, Md.

Charles E. Reed has been elected a vice-president of Bell Aircraft Corp., a position which he has held

in addition to that of secretary, Board of Directors, treasurer of Leon F. Sperry's treasurer of the Pennsylvania Aircraft Products Co. for the past seven years. Forty-nine years of age and a graduate of the University of Minnesota, Reed was once assistant to the secretary and treasurer of Commercial Aircraft Corp. He joined the Bell organization in September 1938, not long after the company was formed, as secretary and assistant treasurer, and in 1941 was elected treasurer. Sperry, a graduate of Williams College, has served as vice-president of the National Bank of Auburn, N. Y., and of the National Bank of New Jersey.

Leighton W. Rogers

Bellanca Aircraft Corp. has appointed Carl F. Loomis, division manager of the Ordnance division of Bell Aircraft Corp.,

has announced that he will remain immediately in Washington, D. C. Additional space for the expanding production effort was given to him for the chairman of the new Bell Ordnance division.

In building two new different types of gun mounts and adapters designed for fighter planes, bombers, flying boats, and surface crafts

Joseph E. Terry, former traffic supervisor of the New York District office of American Airlines, has been made field manager to the general traffic manager.

Terry has been with American Airlines since 1934.

General Ernest M. Gates, new chief of Air Staff, AAF, is the son of Brig. Gen. George C. Gates, Commanding General of the North Atlantic Wing of the Air Transport Command. Like many another top-flight flying man, they are natives of Texas.

Moses S. Bell has been appointed in-
dustrial relations director at Ranger
Aircraft Corp., a division of Fairchild Engine and Airplane Corp. Formerly manager of operations at Aircraft Radio Co., Boston, Mass., he recently made a radio equipment chairman of the Associated Yarn

Dye Industries. Bell was admitted to



THE NEWS VIEWS—



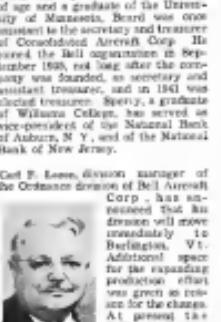
CHARLES E. WILSON

Charles E. Wilson probably thought he had reached the pinnacle in production jobs in the country when he became president of the vast General Electric Company. That was before last September when he was called to Washington by President Roosevelt and WPA Chairman Donald M. Nelson. Then he really took on a job which encompassed not only General Electric but virtually all of America's industry.

President of the New York City's largest business, Charles Wilson began his business career about 43 years ago at the age of 19. His salary was \$3 a week. He went through all shades of work and there worked up the managerial ladder. He actually knows production from the ground up, and he hasn't forgotten an inch of the way he traveled. This is one of the chief reasons for his success.

In addition, Wilson is gifted with a friendly personality that sells hard work to men and women in aircraft and other war industries as well as to those on the management side. Industrialists who come to Washington can carry their production troubles right into Wilson's office. The Secretary of State and others who when he doesn't have time to see in his office, he often sits at the dinner table. His working hours are his waking hours.

Wilson's first assignment when he came to Washington was momentous, where production was lagging because critical materials were not reaching some plants on schedule. By November he had set up a system of scheduling component parts, a system created with skepticism by many Washington officials. Wilson dug in and for two months turned out a record number of planes practically single-handed. He had the help and backing of the industry, but red tape in the capital and disputes over control formed a barrier. It took a tough man to beat.



He also organized and served as executive officer of the International Civil Aviation conference at Washington in 1939. He persuaded the Chinese Government to adopt a plan whereby an American air transport company would employ a three-man team to manage and train Chinese new air force, and has just completed a volume on air transportation which will be released from the press this fall.

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General Ernest M. Gates, new chief of Air Staff, AAF, is the son of Brig. Gen. George C. Gates, Commanding General of the North Atlantic Wing of the Air Transport Command. Like many another top-flight flying man, they are natives of Texas.

FINANCIAL

War News Upsets Air Stocks; Plane and Airline Issues Dip

By ROGER WILCOX

WHILE PEACE gazed in the air as a result of Mussolini's collapse, the security markets submitted to their widest decline since May, 1940. All classes of aviation equities were well represented in the break.

General **Outlook**—Abstract.—The extent of damage suffered by aircraft and aircraft issues is indicated in the accompanying table. Surprisingly enough, the air carriers outperformed the aircraft builders on the way down. Losses for the week ended July 31, for example, ranged from 8 percent to 12 percent for the air transports and only 7 percent to 11 percent for the aircraft.

Pearce Contingencies—That the aircraft equities should be weak occasioned little surprise, as they are among the leading "war babies" in the market. The coming of peace would mean the termination of extensive contracts and a sharp curtailment to a peacetime economy with all of its unknowns.

Short on Foresight—But why the sharp break in airline securities? This is one of the leading "peace" industries of all time. Its future has been glorified and heralded far and wide. The answer is relatively simple. Market prices for these securities have been discounted to a certain knowledge that the aircraft failed to participate to anywhere near the same extent as other groups in the strong markets of the past year. In short, aircraft prices were rarely far removed from basic considerations and reasonably well defined at the time of Italy's collapse.

Oscillating—Prices for air carrier equities on the other hand, as indicated in this column last week, had a strong tendency to oscillate themselves. The future was being discounted with rampant enthusiasm. As a rule, when markets discount prospects, many advances begin to represent "overdiscounting." As a result market prices get out of line with basic values. At

best, air transport securities are in the speculative class and any general market weakness makes the great very vulnerable.

Less Favorable—In a similar vein, the security dealers voiced less favorable for prospective investment the machine tool, rubber, and aircraft manufacturing industries. This applied to aircraft particularly, which has been present for some time.

When Will the War End?—In passing, it is worth noting that the consensus of the dealers believe Germany will be defeated in 1944 or Japan in 1945. On the other hand,

a market observer for one of the largest New York Stock Exchange firms stated that considerable optimism in Wall Street veered to the view that the European phase of the war would be concluded in from three to six months.

Effect of War Views—These military opinions expressed by investment people are significant in that it will be this type of thinking which will underlie market movements in the months ahead. Security prices will be sensitive to every development on the war fronts as the actual coming of peace will bring to the fore the impact of adjustment processes.

Post War Survey

Another appraisal of the aviation industry's future was indicated in the column last week by Hugh W. Long, a co-pastor member of the National Association of Security Dealers as to their views on the post-war period. This association represents every significant investment dealer in the United States. By nature, this group

Market Estimates of Leading Aviation Securities

	1940 Close	Close Week	High	Low	1941
	July 31	July 31	July 31	July 31	Dec. 31
Air Transport	\$114	\$110	\$115	\$105	\$115
American	\$104	\$102	\$105	\$98	\$105
Boeing	\$104	\$102	\$105	\$98	\$105
Cessna	\$104	\$102	\$105	\$98	\$105
Convair	\$104	\$102	\$105	\$98	\$105
Aluminum	\$104	\$102	\$105	\$98	\$105
Commercial Victor	\$104	\$102	\$105	\$98	\$105
Curtiss Wright	\$104	\$102	\$105	\$98	\$105
Eastern	\$104	\$102	\$105	\$98	\$105
United Airlines	\$104	\$102	\$105	\$98	\$105

is inclined to be realistic in its analysis of industry prospects. For this reason, its composite conditions are particularly noteworthy.

More Likely to Succeed—The investment dealers voted heavily in favor of the automobile industry as having the most favorable post-war outlook. Second in choice was the chemical group. Third in the reckoning were the air carriers. The popular conception is inclined to vote for the air carriers as "most likely to succeed."

Realistic, though, however, thinks otherwise and looks to the stable, well-established automotive industry to lead the parade.

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Effect of War Views—These military opinions expressed by investment people are significant in that it will be this type of thinking which will underlie market movements in the months ahead. Security prices will be sensitive to every development on the war fronts as the actual coming of peace will bring to the fore the impact of adjustment processes.

2 Lines Report

Hawaiian Airlines and Northeast Airlines report no income.

Hawaiian Airlines, Ltd., reports net income for 1943 of \$338,153 after \$384,042 income and excess profit taxes. The company showed a net income of \$33,889 after \$35,066 tax charges for the last half of 1943.

Northeast is doing important war contract work for the Army and has earned much cash for the Post Office. Net income for 1943 of \$46,300 has been reported by Northeast Airlines, Inc. The net equals 14 cents each on 300,000 common shares. The company reported a net income of \$6 cents a common share for the year ended June 30, 1943.

Canada Takes a Stand

CANADA'S Prime Minister King has made good his promise of several months ago that Trans-Canada Air Lines would become an international air carrier. Trans-Canada is the Canadian government's airline. It began trans-Atlantic service a few days ago.

Another promise of Mr. King's has yet to be fulfilled, and won't be without a struggle in the Diet.

The Prime Minister in a public statement last year promised that Trans-Canada would be the only Canadian airline which will be allowed to operate foreign schedules after the war.

Canadian Pacific's American plan to fight that decision to the last ditch. This company, which operates steamers all over the world prior to the war, has acquired a network of western Canadian air routes and has no intention of settling down as a feeder line operator for all time.

The whole matter undoubtedly will come up in the Canadian Parliament and be settled there. That's democracy. The Canadian public deserves the keenest scrutiny by the U.S. air transport industry for any advance indications of possible secret "diplomacy" on the part of our own government. This is no negligible fact since in this case the "independent" operator fighting government monopoly as a startup company, and in this country wouldn't be permitted to operate an airline today.

This much at least is significant—the people of Canada know exactly where their government stands today on this subject. The issues are clear-cut and

the contestants are lined up.

Our own government has given no such assurance to us people and no one knows even in Washington where we shall stand on the matter. The whole subject is being considered as a political bargaining weapon and, like so many delicate political problems, is decided in secrecy, with anonymous principals attending unannounced meetings and secret memoranda in highly legalistic language being passed out from the State Department to a few high officials.

All of this underhanded maneuvering may result in a workable plan which will give our most efficient airlines an opportunity to meet the immediate demand after the war for world air routes. But the manner in which the government has conducted its examination to date is sufficient cause for the existing suspicion that secret agreements and commitments with Britain, Canada, or both, may be in prospect.

This much is certain. The governments of both Britain and Canada now fully expect to own and control their airlines radiating from their shores. Those four men that we are formulating secret agreements with either or both of these countries are convinced that the U.S. government must also have believed if for such bargaining purposes an airline or air service which it owns partly or completely.

In Canada, the whole business must be brought into the open—the sooner the better. And better voluntarily by the Administration than under duress from a Congress fighting mad.

Strange Case of the "Marauder"

THE Army is tapering off production of the Martin B-26 Marauder, according to the Truman Committee. The Martin plants will be used for other types of aircraft.

The Marauder, with the North American Mitchell, is one of the two greatest medium bombers in the world. Even the British admit it. The highly critical Truman Committee has to concede that it has "high performance both in speed and in load-carrying capacity, and according to most reports is an exceptionally fine plane in the sky."

Furthermore, the Truman group admits that "As a fighting airplane most pilots who know it like it, and improvements have been made on it. It has accomplished many important missions."

The OWI last October in a careful presentation of the case for and against U.S. warplanes described the B-26 as "A battle-tested plane in general comparable with the characteristics and performance of the B-25. No nation but the U.S., as far as is known, has so efficient a plane in its class." OWI did not ever refer to the safety factor in the case of the B-26.

Two charges are made by the Truman Committee

against the Marauder: It is expensive and it is unsafe. Both sound strange. This is the first instance we know about in which cost has been given out as a reason for discontinuing production of an excellent warplane which is turning in a fine battle record. Any good fighting plane is expensive; winning a war is expensive.

The charge that the ship is dangerous was first made many months ago when production started. The army replied heatedly to these accusations with official statements. It was only a matter of more careful pilot training, it was stated. Pilots who know how to fly it well say by the Marauder. Recent dispatches from the front by the North American Newsreels Alliance and the Associated Press bear the Army out on these points.

If the B-26 has been improved, as the Truman Committee admits, and if the ship is still smashing the enemy on all battle fronts as communists relate daily, something would seem to be radically wrong with the Army's Pilot Training Program. Certainly the explanation for discontinuing the Marauder is unconvincing.

ROBERT H. WOOD

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First scientific answer to "How Much Air Pressure" in Aircraft Tires . . .

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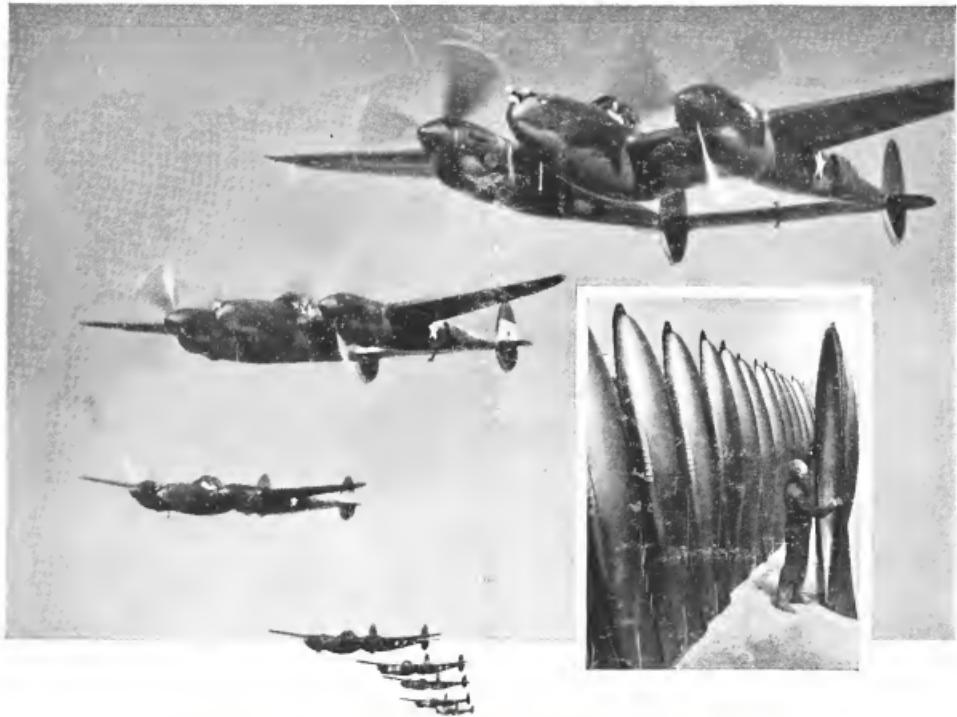
(low profile) aircraft tires of any make, and begins a new era of accuracy in aircraft tire maintenance.

The General Deflect-O-Gauge is made of high quality steel, plated for protection . . . calibrations are easy to read . . . a spirit level on base assures correct readings. Comes packed in a sturdy, attractive wooden case. The General Deflect-O-Gauge can be assembled in 10 seconds. For further information, fill out the coupon and mail to Aviation Division, General Tire & Rubber Company, Akron, Ohio.

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Transoceanic Fighters

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Impressive, too, is the improvement in performance of Airline planes of all types resulting from the use of Texaco Aircraft Engine Oil. In fact:

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U. S. are flown with Texaco than with any other brand.

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TEXACO Lubricants and Fuels

FOR THE AVIATION INDUSTRY

TUNE IN THE TEXACO STAR THEATRE EVERY SUNDAY NIGHT — CBS * HELP WIN THE WAR BY RETURNING EMPTY DRUMS PROMPTLY